

KULIS

LAND USE PLAN

Public Meeting

May 24, 2010

Open House	7:00 – 7:30 p.m.
Presentation	7:30 – 8:00 p.m.
Questions & Comments	8:00 – 9:30 p.m.



Ted Stevens
Anchorage
International Airport

Public Meeting Agenda

◎ 7:00 – 7:30 Open House

◎ 7:30 – 8:00 Presentation

- Objectives/Status/Schedule
- Public Comments
- Revised Alternatives
- Revised Phasing
- Phase 1 Development
- Addressing Community Concerns
- Next Steps



◎ 8:00 – 9:30 Questions & Comments

Project Objectives/Status

- ◉ Assess aviation demand
- ◉ Preliminary land uses, layouts, phasing
- ◉ Revised land uses, layouts, phasing
- ◉ Assess development impacts and mitigation
- ◉ Consider public & stakeholder comments
- ◉ Prepare an Implementation Plan
- ◉ Document results in report & Airport Layout Plan (ALP)

Project Schedule

- ◉ Data collection & business survey Nov/Dec 2009
- ◉ Issues identification public meeting January 20, 2010
- ◉ Preliminary alternatives public meeting March 30, 2010
- ◉ Revised alternatives public meeting May 24, 2010
- ◉ Draft report August 2010
- ◉ Final report October 2010
- ◉ Kulis site returned to ANC September 2011

Public Meeting 2

Comments

◎ Concerns Raised

- noise, air quality visual impacts, traffic
- site design (such as lighting) – review and enforcement
- development impacts on drainage & slope stability
- traffic safety and sight distance on Raspberry Road
- type of aircraft/operations to be allowed
- impacts on property values and whether airport would acquire any homes

◎ Questions Raised

- level of demand for Kulis land
- level of airport/public review of development plans under the Single developer option
- financial responsibility for/timing of infrastructure development

◎ Public Suggestions

- maintain and enhance existing berm and trees
- move perimeter road farther west
- keep aircraft as far from residential area as possible
- land swap with MOA for permanent buffer

◎ Continue to coordinate with West Anchorage District Plan

◎ Comments favoring Options 1 and 3, against Option 2

◎ Suggestions that planners visit the neighborhood

Neighborhood Site Visit Comments

- ◉ Maintain, enhance visual/noise buffer – trees & berm
- ◉ Need for existing road?
- ◉ Buy out homes next to Kulis - north end?
- ◉ Drainage/erosion potential?
- ◉ Keep aircraft ops away from homes – do not like Option 2
- ◉ Potential for site tour after Guard leaves?



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Long Term Option 1 (no change)



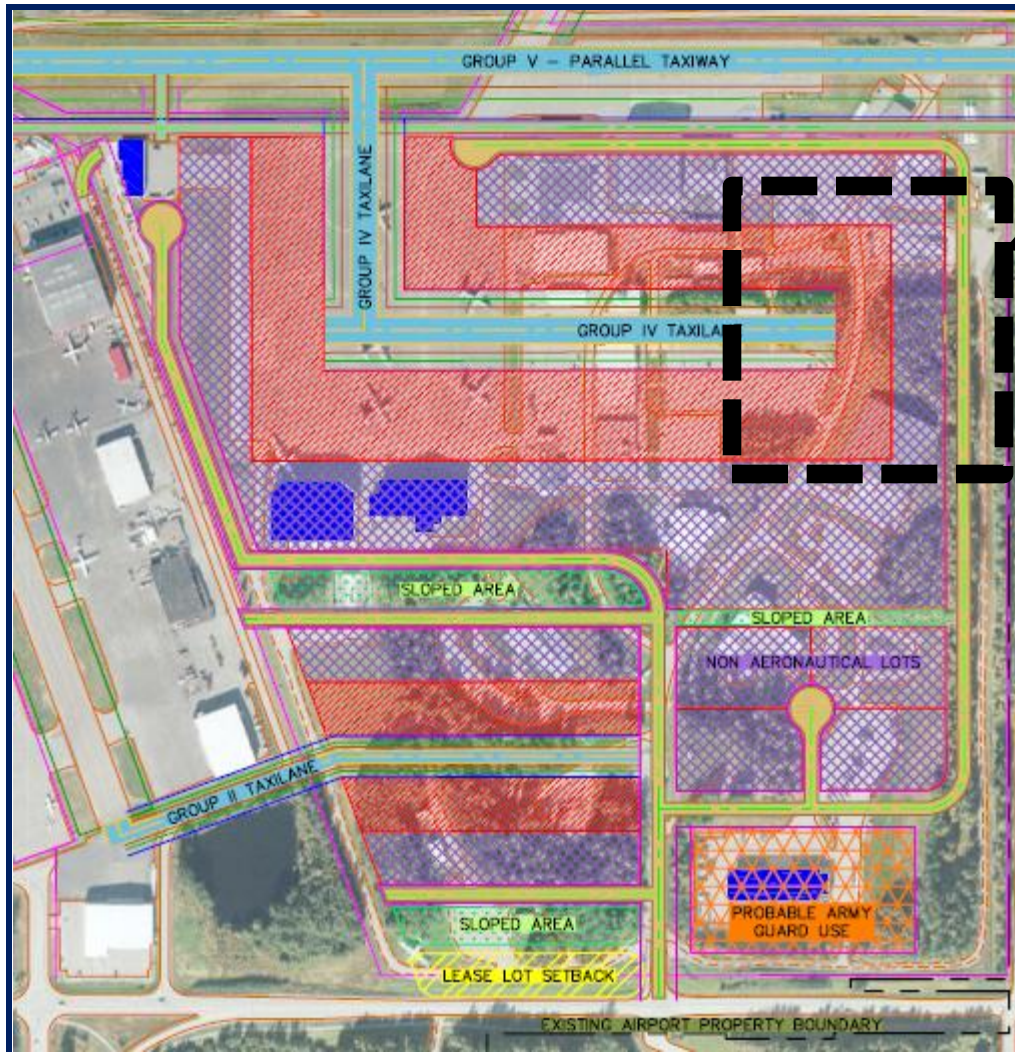
LEGEND

-  Aircraft Apron Lease Area
-  Building Lease Area
-  New Taxiway/Taxilane
-  New/Improved Access Road
-  New Tug Road
-  Existing Building to Remain

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Revised Long Term Option 2



Revised Area

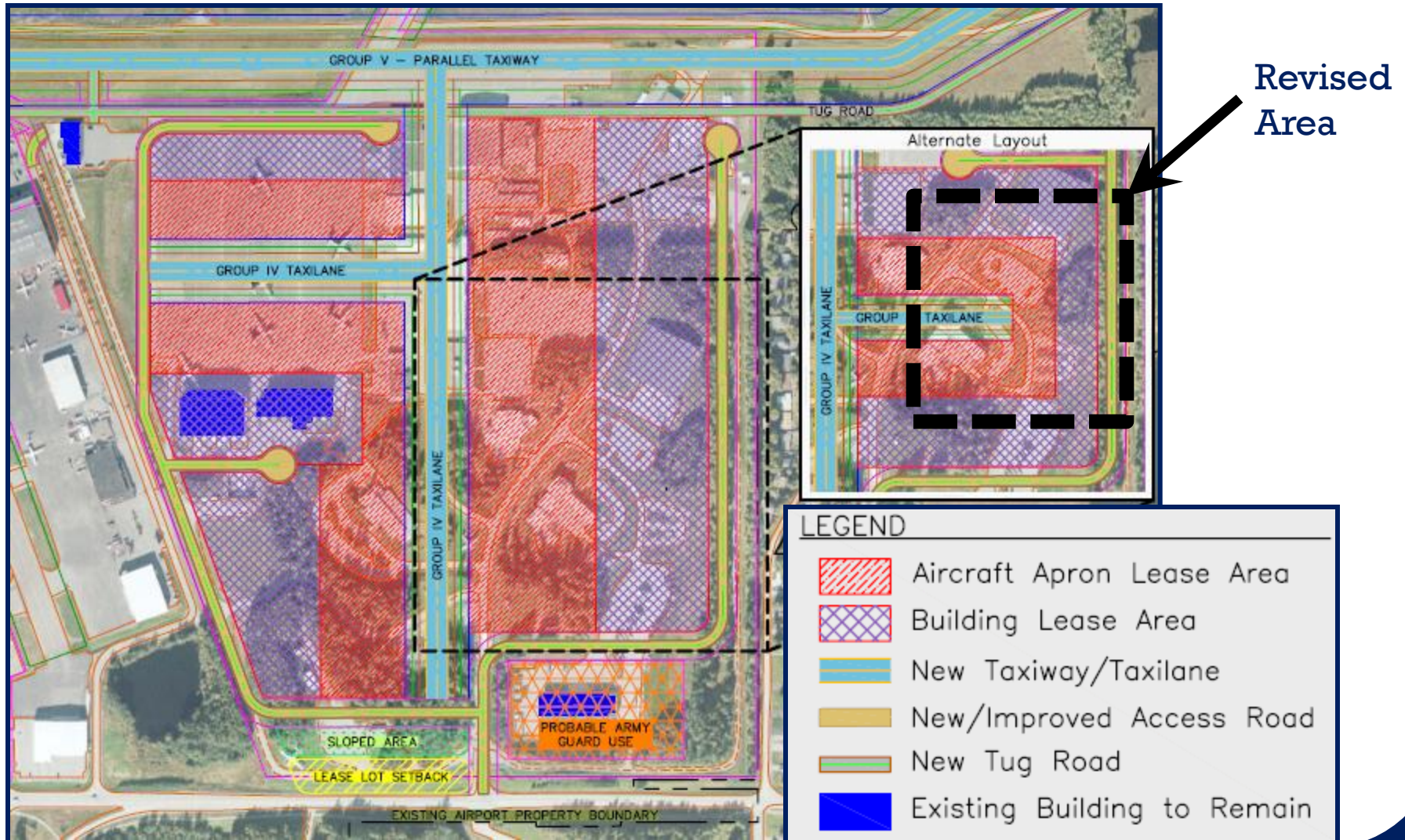
LEGEND

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Revised Long Term Option 3

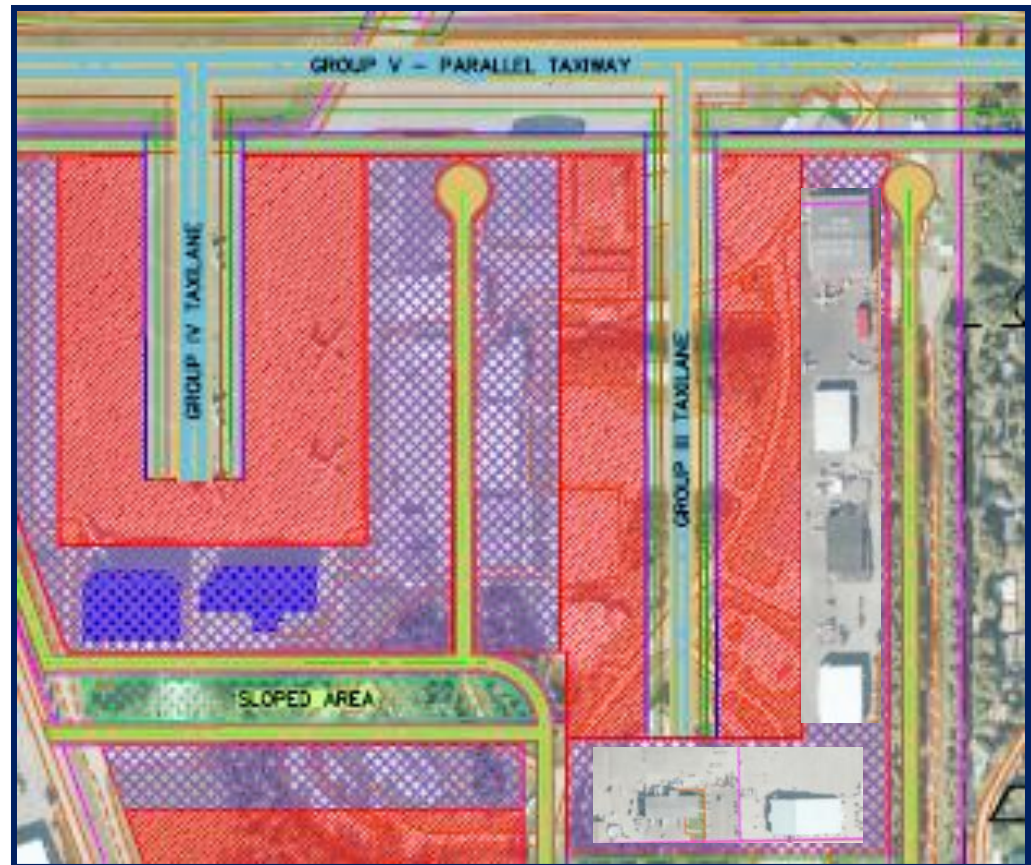


Possible building layout on lease lots

- South Airpark layout typical of aeronautical use
- Figure to right shows similar layout on Option 1 for reference

LEGEND

-  Aircraft Apron Lease Area
-  Building Lease Area
-  New Taxiway/Taxilane
-  New/Improved Access Road
-  New Tug Road
-  Existing Building to Remain








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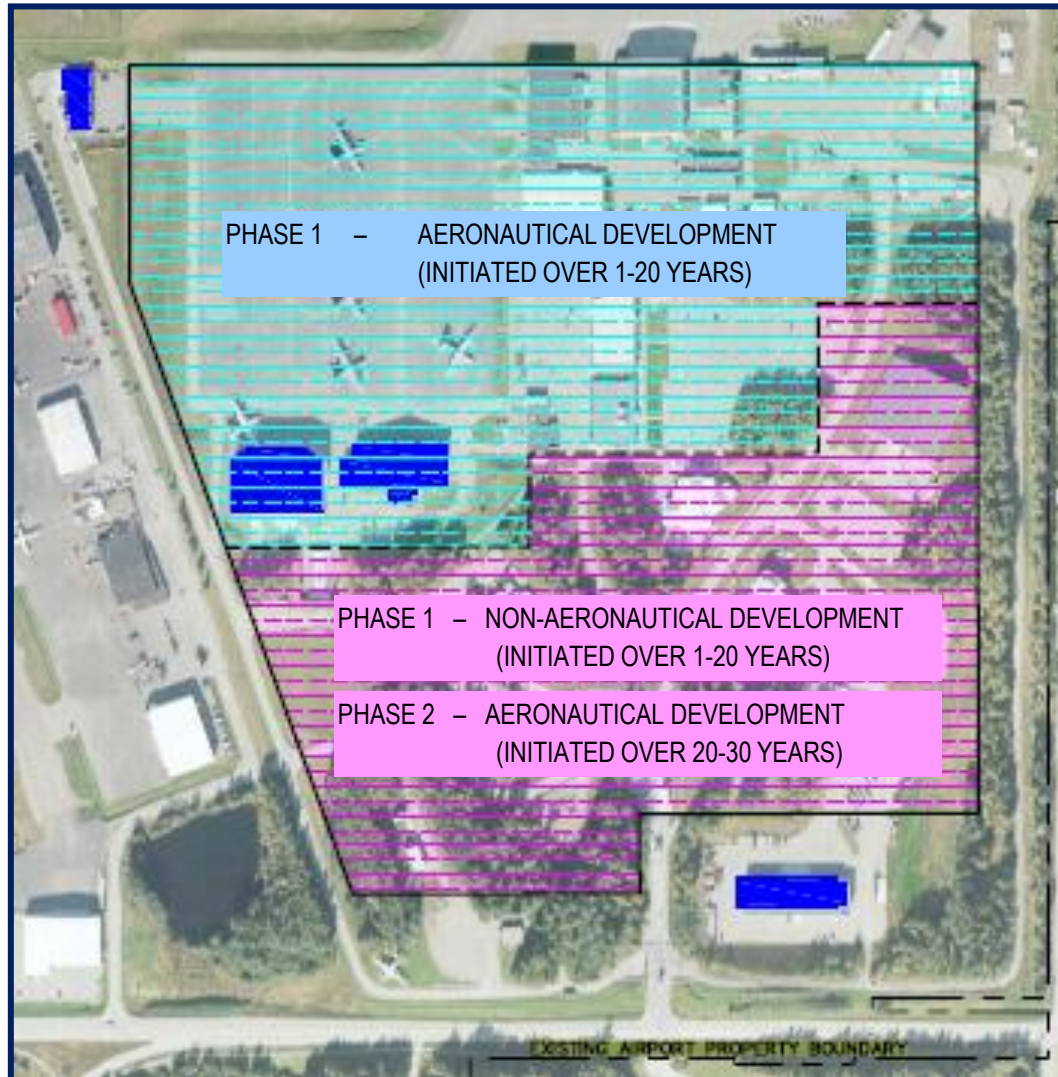
Long Term Option 4 – Single Developer (no change)



LEGEND

-  Developer Lease Area
-  New Taxiway/Taxilane
-  New/Improved Access Road
-  New Tug Road
-  Existing Building to Remain

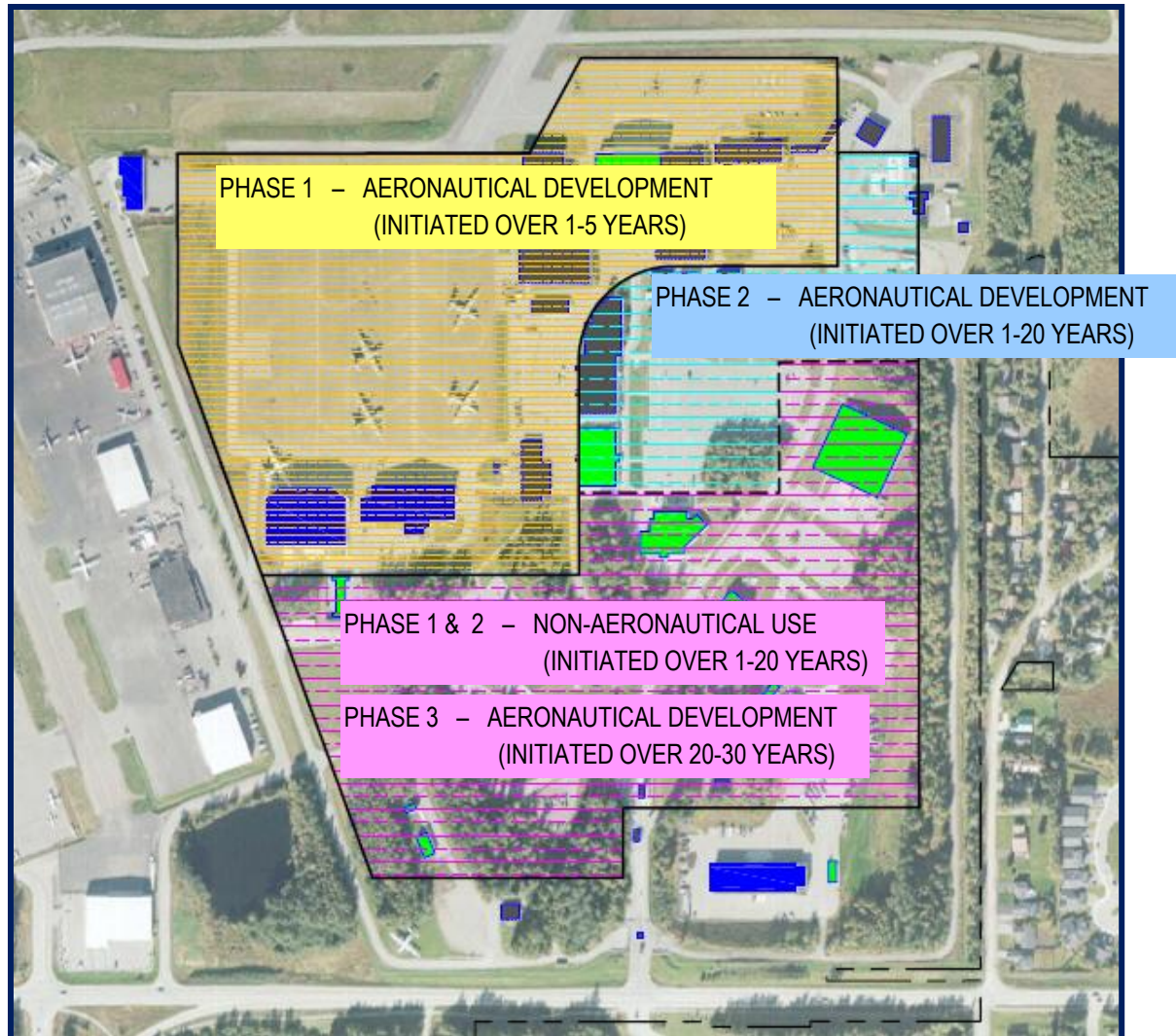
Initial Proposed Development Phases



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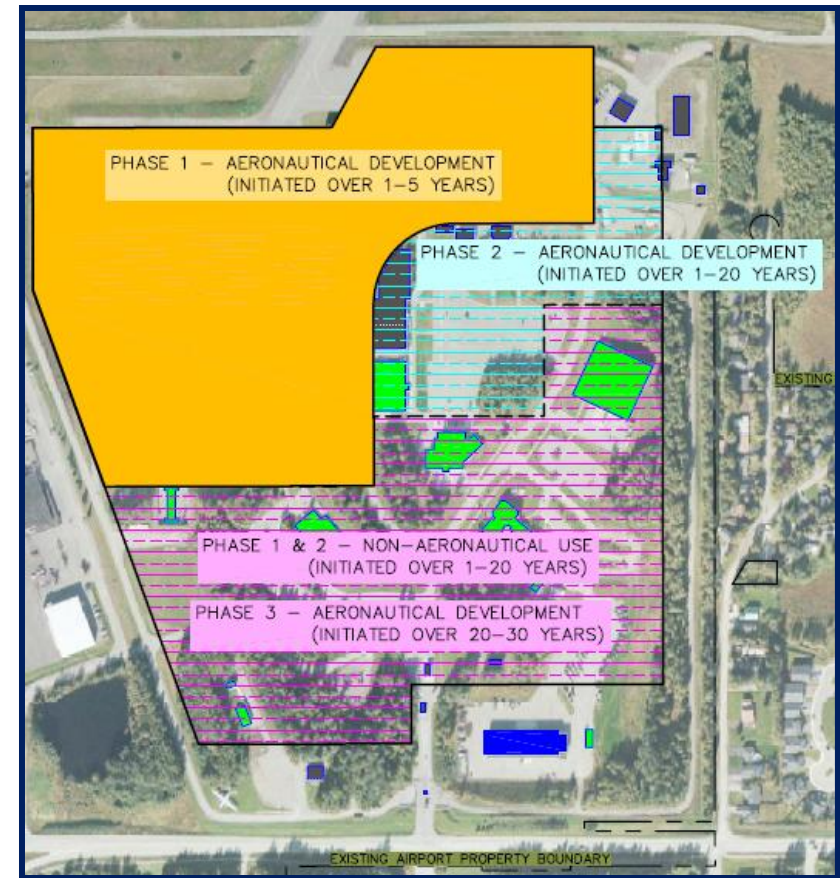
Revised Development Phases



Potential Phasing Phase 1

NW Quadrant - 1 to 5+ years

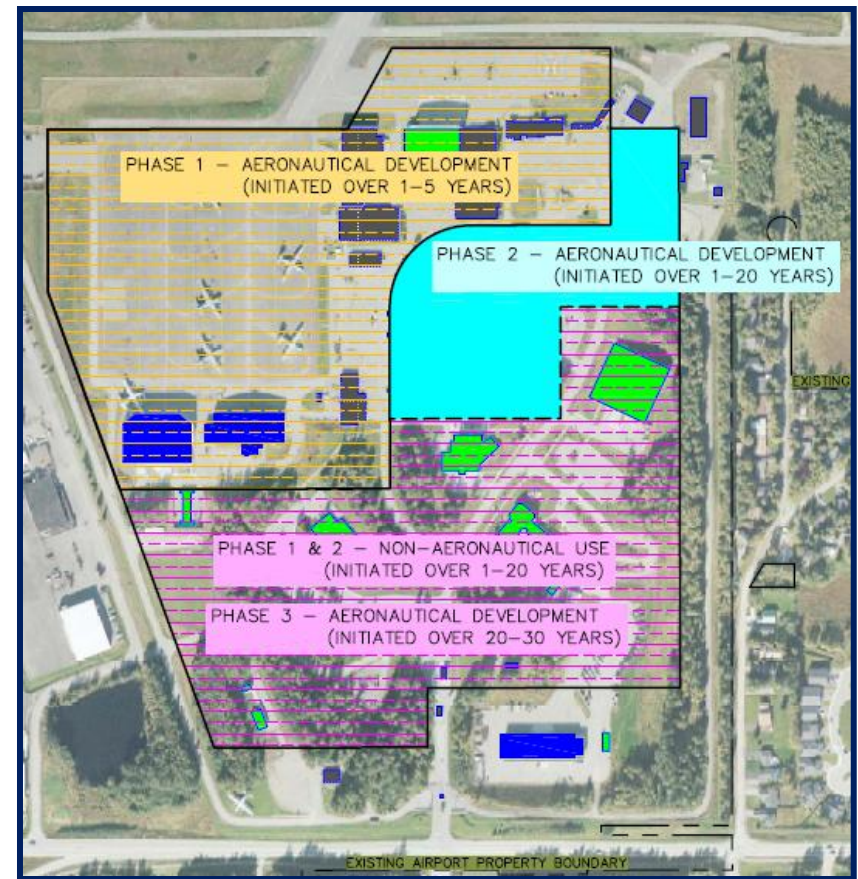
- ◎ 5 aeronautical lease lots
- ◎ Meets anticipated near-term aeronautical demand
- ◎ Easiest/least cost to develop



Potential Phasing Phase 2

NE Quadrant – 1 to 20 years

- ◎ 3 - 4 aeronautical lots
- ◎ Aeronautical demand and timing less certain
- ◎ More difficult/expensive to develop
- ◎ Layout pending future master plan & public input

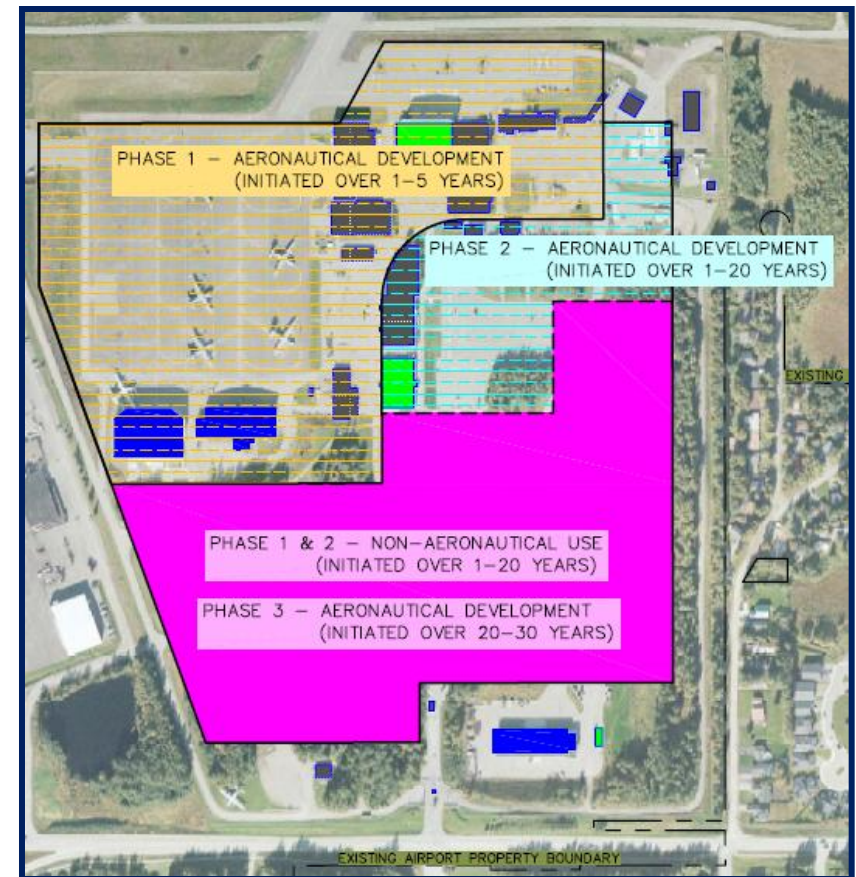


Potential Phasing Phase 3

South half - 1 to 20 years non-aeronautical use;

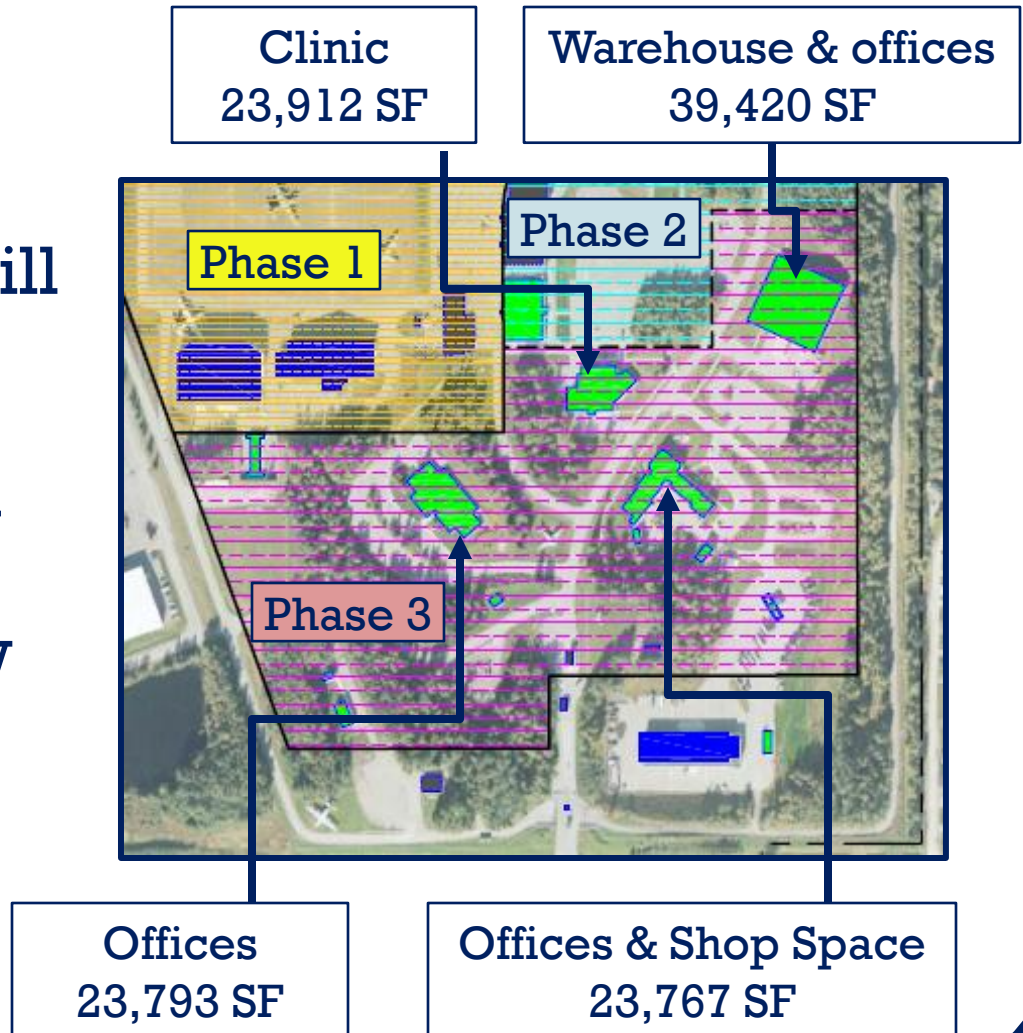
20+ years aeronautical

- Aeronautical demand and timing very uncertain
- Most difficult/expensive to redevelop
- Interim non-aeronautical use – offices, warehouse, etc. likely for 20+ years
- Could include aviation-related activities not requiring a new taxiway



Interim Use – South Half

- 4 existing buildings
- Fair market value – will not unfairly compete with off-airport commercial property
- ANC unlikely to allow new construction for non-aeronautical use buildings










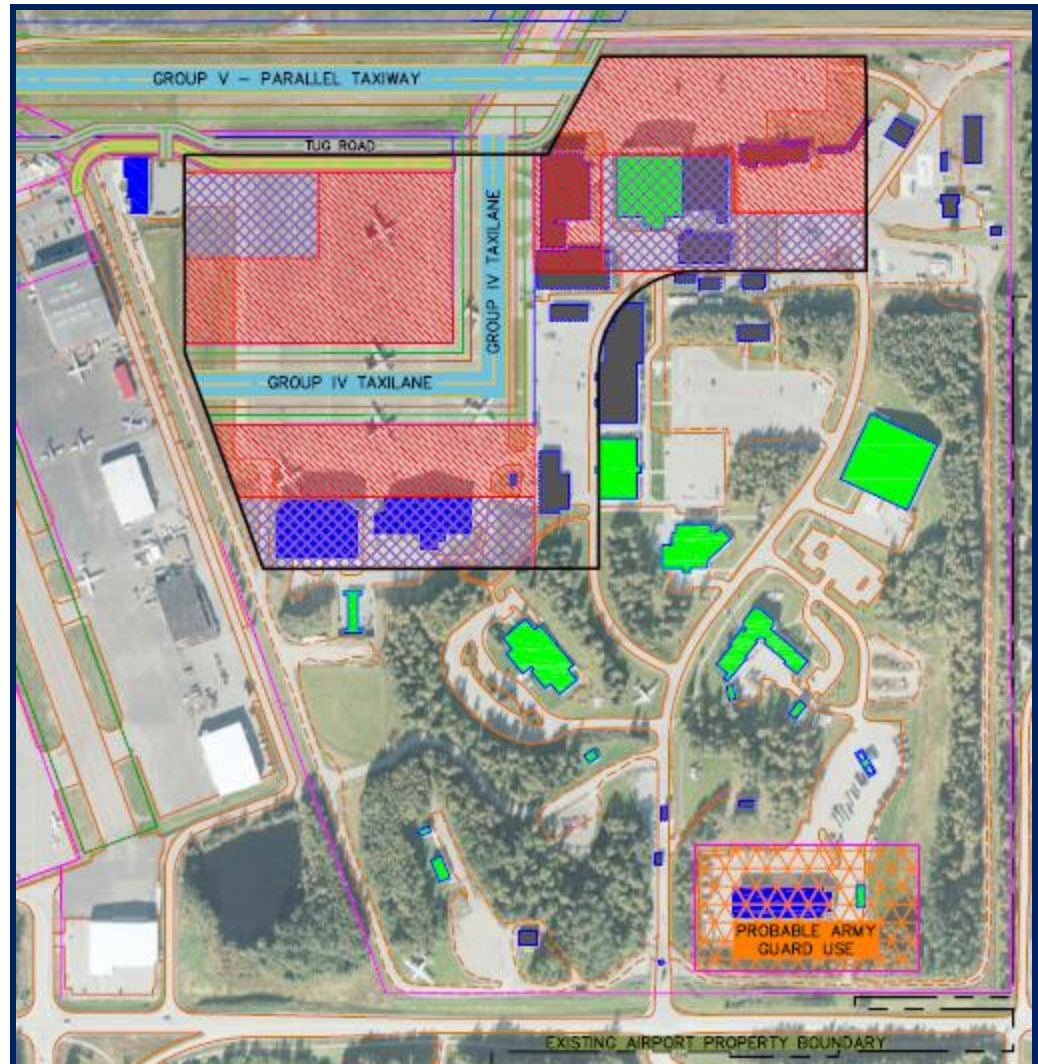
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Phase 1 Development Concept

LEGEND

-  Aircraft Apron Lease Area
-  Building Lease Area
-  New Taxiway/Taxilane
-  New/Improved Access Road
-  New Tug Road
-  Existing Building – Long-term Use
-  Existing Building – Short-term Use
-  Existing Building – to be Demolished



Phases 2 and 3 Determined Later

- ◉ Phase 1 keeps Phases 2 & 3 options open
- ◉ Phases 2 & 3 demand/layout reevaluated over next 5+ years
 - Reexamined in next Master Plan – 2011 to 2013
 - Reassess demand after recession
 - Infrastructure funding clearer
 - MOA/ANC land trade discussions to factor in buffer
 - More public/neighborhood input before final plan is selected/implemented



Addressing Public Concerns

- ◉ Noise – lease lots between residences & operations
- ◉ Vehicle Traffic – coordinate with DOT&PF and MOA as Raspberry Road improvements needed
- ◉ Visual/Aesthetic – Use of terrain for setback from Raspberry Road; maintenance of some vegetation on east where possible; possible MOA land trade
- ◉ Environmental Contamination – additional testing and remediation if required
- ◉ Construction – dust mitigation, limits on hours
- ◉ Phased Development – allows for more public input
- ◉ The Bigger Picture – Coordination with West Anchorage District Plan



Buffer Areas

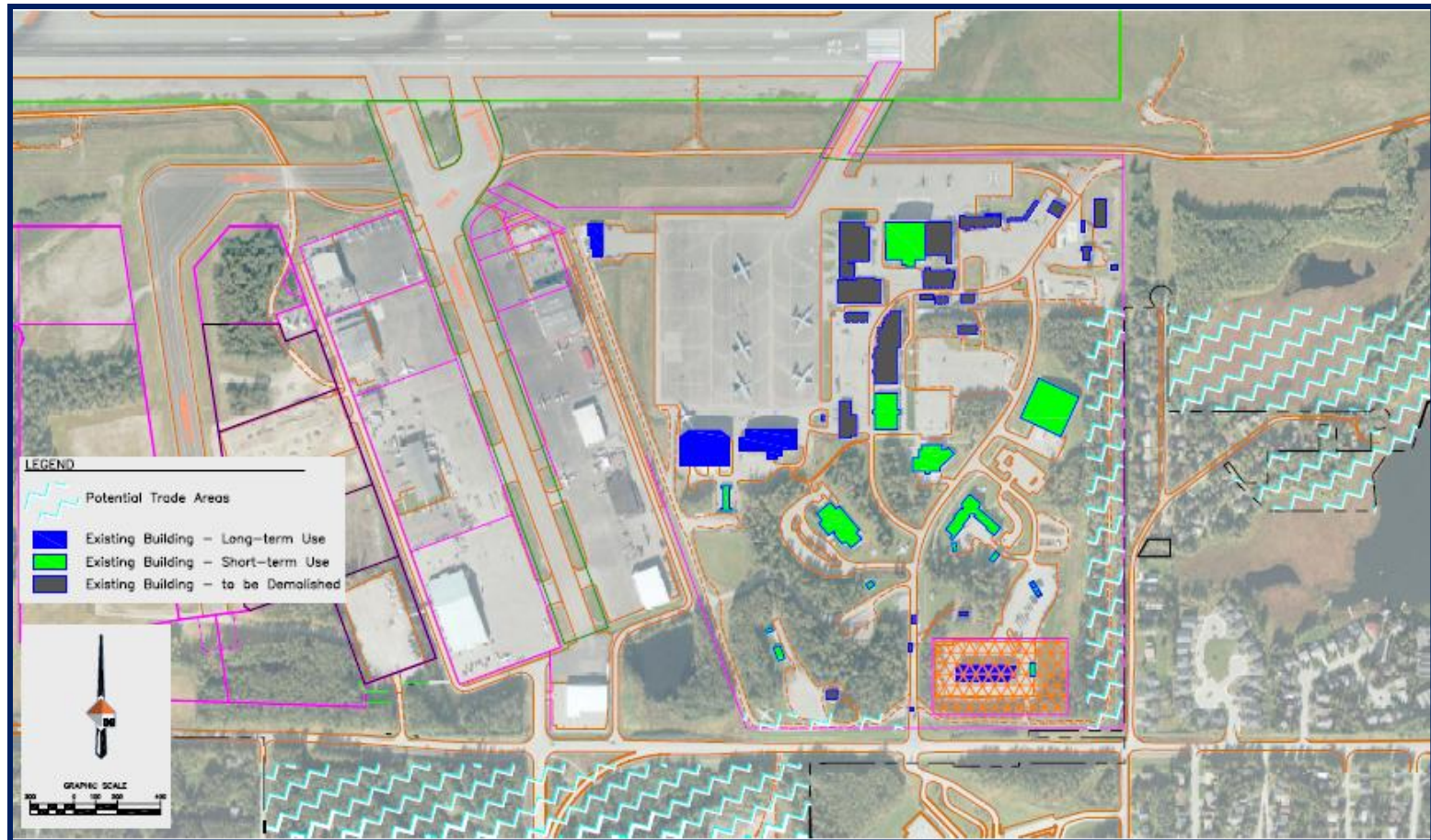
- ◉ Smaller parcels, sloped areas easier to preserve as buffer
- ◉ Larger, developable parcels less likely to be preserved as buffer
- ◉ MOA-Airport land trade is a way to guarantee buffer preservation



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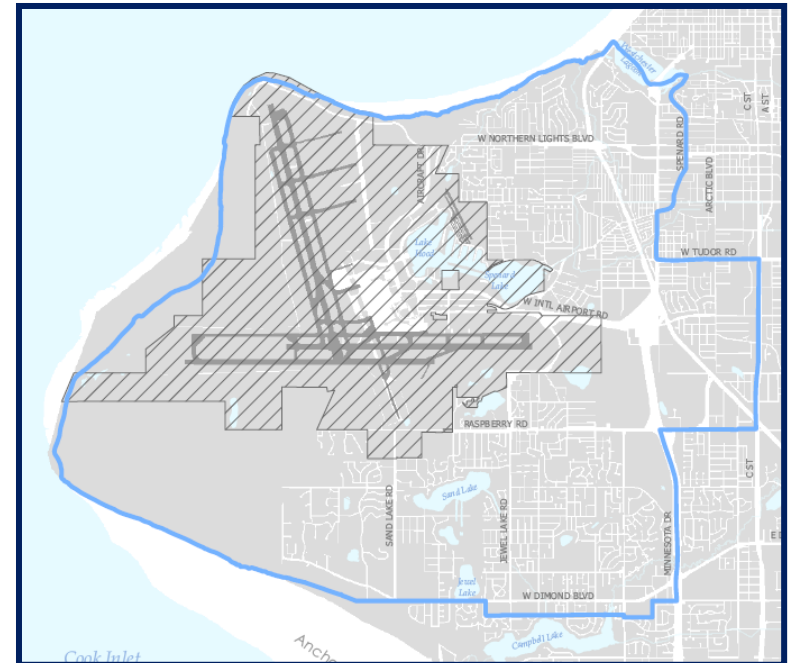
Possible Areas for MOA-Airport Trade





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Coordination with West Anchorage District Plan

- Airport is a large player in the future of West Anchorage
- Airport is participating on the planning group
- MOA and Airport and the Community are working together to develop solutions to address:
 - Continued growth of Airport as an economic engine
 - Identify ways to address airport/resident impacts
 - Address recreation uses on airport lands
 - More coordination between the Airport and the MOA on developments that will affect each other
- Draft Plan expected to be released this summer



-  West Anchorage Planning Area Boundary
-  TSAIA Property



Next Steps

- ◉ Update Business Interest Survey – May/June
- ◉ Business Strategy – June/July
- ◉ Draft Report – August
- ◉ KAG & Community Council Meetings – September
- ◉ Final Report – October



Discussion

◉Comments

◉Questions

